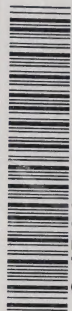


CALL NO.

CA1  
MS  
-Z030

GOVT



3 1761 11767441 6

Office of Energy Efficiency  
FleetSmart Program

# Owner-Operators Focus on Success

**Guimond:**

Government  
Publication

*money with new technology*

**nd**

became a trucker in 1980, driving  
for a firm that transported milk.  
started driving a semi-tractor  
port Jacques Auger Inc., a Lévis,  
t specializes in carrying petroleum  
plosives.

became an owner-operator and  
r equipped with a 400-horsepower  
speed transmission. He continues  
sport Jacques Auger Inc., delivering  
icts for the firm in the Côte-Nord  
n regions. These deliveries involve  
in 500 km (300 miles) with a load  
2,000 lb.). To get a better return  
it, he works in partnership with  
professional driver with more  
perience. The two drivers rack up  
,000 miles) a year with the truck.

in has been keeping track of his  
nce with an on-board computer.  
has allowed him to make some  
ons and to better control some  
erations.

s Ressources naturelles  
Canada  
Office de l'efficacité  
énergétique

Canada

GOV  
DOC.





# Owner-Operators Focus on Success

## Guimond:

Government  
Publications

*Money with new technology*

### and

He became a trucker in 1980, driving for a firm that transported milk. He started driving a semi-tractor for Sport Jacques Auger Inc., a Lévis, Quebec company that specializes in carrying petroleum products and explosives.

He became an owner-operator and his truck is now equipped with a 400-horsepower engine and a 10-speed transmission. He continues to work for Sport Jacques Auger Inc., delivering milk trucks for the firm in the Côte-Nord and Saguenay regions. These deliveries involve driving 500 km (300 miles) with a load of 20,000 lb. To get a better return on his investment, he works in partnership with a professional driver with more experience. The two drivers rack up 100,000 miles a year with the truck.

Guimond has been keeping track of his mileage with an on-board computer. This has allowed him to make some adjustments and to better control some of his operations.





# Owner-Operators Focus on Success

## Réjean Guimond:

Government  
Publications

*Saving money with new technology*

### Background

Réjean Guimond became a trucker in 1980, driving a 10-wheel truck for a firm that transported milk. In 1991 Réjean started driving a semi-tractor trailer for Transport Jacques Auger Inc., a Lévis, Quebec, firm that specializes in carrying petroleum products and explosives.

In 1996 Réjean became an owner-operator and acquired a tractor equipped with a 400-horsepower motor and a 13-speed transmission. He continues to work for Transport Jacques Auger Inc., delivering petroleum products for the firm in the Côte-Nord and Lac-Saint-Jean regions. These deliveries involve trips of more than 500 km (300 miles) with a load of 55,500 kg (122,000 lb.). To get a better return on his investment, he works in partnership with Clermont Ruel, a professional driver with more than 30 years' experience. The two drivers rack up 225,000 km (140,000 miles) a year with the truck.

Since 1996 Réjean has been keeping track of his truck's performance with an on-board computer. This technology has allowed him to make some useful comparisons and to better control some aspects of his operations.



---

## Specifications

In June 1999 Réjean bought a new tractor with an electronically controlled 565-horsepower motor, an 18-speed transmission and a brake retarder. Its rear axle ratio is 4.54. The torque is 1,850 foot-pounds.

## New technologies

Réjean believes that the new technologies and a good work ethic have allowed him to improve his fuel efficiency. He also makes a point of keeping idling and revving to a minimum.

To show what he means by improved efficiency, he used data supplied by the on-board computer to demonstrate the difference in fuel efficiency between his old tractor and the one he bought in 1999.

The route he chose for his demonstration is the road between the Ultramar refinery in Saint-Romuald and the Baie-Sainte-Catherine dock, where the ferry crosses the Saguenay for Tadoussac. This road is known to be one of the most difficult in Quebec. The trip, which covers a distance of 240 km (150 miles), includes slopes of 7 to 12 percent. For the demonstration, Réjean used winter diesel-40 fuel and hauled petroleum products.

*Since 1996  
Réjean Guimond  
has been  
keeping track  
of his truck's  
performance  
with an on-board  
computer.*



---

## Réjean's fuel efficiency

Year	Engine	Torque	Transmission	Rear axle	Gross vehicle weight	Fuel efficiency
1996	400 HP	1,450 foot-pounds	13	4.84	55,500 kg (122,354 lb.)	80 L/100 km (3.5 mpg)
1999	565 HP	1,850 foot-pounds	18	4.54	55,500 kg (122,354 lb.)	70 L/100 km (4.0 mpg)

---

Source: Réjean Guimond

With his new truck, Réjean says he can do the same trip while making 50 percent fewer gear changes. And with the new brake retarder, which puts out 600 horsepower at 1,550 to 1,900 rpm, he can go down hills in perfect safety without having to use the brakes.

In other words, on the same route and with the same total load, the new truck consumed 10 litres of fuel less per 100 kilometres than the 1996 truck.

According to Réjean, in the next decade the transport industry will be heading in an important new direction. Truckers like him, who want to keep their jobs, will have to use the right tools to save fuel, cope with competition and stay in the running.



---

## Learn more

For more information on energy-saving opportunities for fleets, please write to the following:

FleetSmart  
Natural Resources Canada  
Office of Energy Efficiency  
580 Booth Street, 18th Floor  
Ottawa ON K1A 0E4

You can also fax your request to (613) 952-8169 or  
e-mail [fleet.smart@nrcan.gc.ca](mailto:fleet.smart@nrcan.gc.ca).

ISBN 0-662-29547-1

Cat. No. M92-207/4-2000E



Office of Energy Efficiency  
Office de l'efficacité énergétique

*Leading Canadians to Energy Efficiency  
at Home, at Work and on the Road*

The Office of Energy Efficiency of Natural Resources Canada is a dynamic organization with a mandate to renew, strengthen and expand Canada's commitment to energy efficiency in order to help address the challenges of climate change.




Recycled paper

*Cette publication est également disponible en français.*

© Her Majesty the Queen in Right of Canada, 2000







Digitized by the Internet Archive  
in 2023 with funding from  
University of Toronto





